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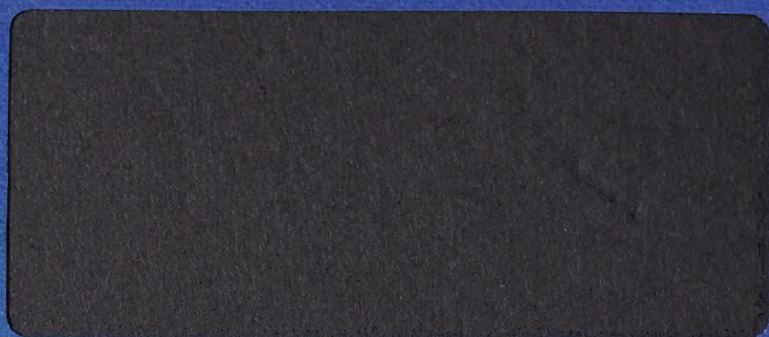
CIRCULATION
ELEMENT

ITY OF OCEANSIDE, CALIFORNIA

INSTITUTE OF GOVERNMENTAL
STUDIES

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CIRCULATION ELEMENT

CITY OF OCEANSIDE, CALIFORNIA

City planning Oceanside
Transp

Prepared by:

Oceanside, Planning Department,
City of Oceanside
July, 1975

Approved by:

Planning Commission
City of Oceanside
Resolution No. 75-P44
August 4, 1975

Adopted by:

City Council
City of Oceanside
October 8, 1975
Resolution No. 75-184

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Planning Director



City Hall
704 Third Street
Telephone: 433-9000

Oceanside, California 92054

September, 1975

Honorable Mayor and City Council
Chairman and Members of the
Planning Commission

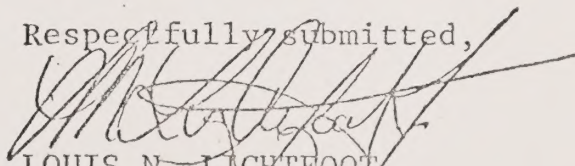
SUBJECT: Letter of Transmittal for the
Circulation Element of the General Plan

The Planning Staff is pleased to submit for your consideration the Circulation Element of the General Plan. Previously, the Major Street Plan, adopted in 1968 and reprinted in 1974, has served as the City's Circulation Element. However, the State-mandated element requires the inclusion of all the components of the transportation system including public transportation, bus, railroad, air, nautical and non-motorized as well as motor vehicle transportation.

The purpose of the Circulation Element is to provide a system for the safe and efficient movement of people and goods within and through the City of Oceanside. The various components of that system have been analyzed individually and then assimilated into an overall Circulation system for the City.

This Element meets all the State legal requirements for a Circulation Element, and represents a complete analysis of the transportation system within a local and regional context. It is hoped the Planning Commission and the City Council will find the information contained in this element an important reference for making decisions that will affect the growth and efficiency of the circulation system which in turn will guide the future development of the City.

Respectfully submitted,


LOUIS N. LIGHTFOOT
Planning Director

BDW:LNL:ld



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TABLE of CONTENTS

	Page
Letter of Transmittal	i
City Officials	ii
Table of Contents	iii
List of Maps	iv
List of Tables	iv
CHAPTER 1 - Introduction	1
Authority	2
Scope and Relationship to Other Elements	2
CHAPTER 2 - Goal	5
Goal	5
Objectives	5
Summary of Implementation	7
Summary of Oceanside Transportation System	10
CHAPTER 3 - Components of Circulation System	11
Major Street Plan	11
Public Transportation	24
Bus System	24
Railroad	37
Taxi Service	41
Air Transportation	42
Nautical Transportation	43
Nonmotorized Transportation	45
CHAPTER 4 - Environmental Impact Report	49
Bibliography	65

List of Maps

<u>Map Number</u>	<u>Title</u>	<u>Page</u>
1	Major Street Plan	23
2	Bus Routes	32
3	Bicycle Routes	48

List of Tables

1	Street Classification Criteria	13
2	Design Standards (Public and Private Streets)	18
3	Funding Sources: North County Transit Development Board	33
4	Facilities Classification/Bus Information	36

CHAPTER 1

Introduction

The City of Oceanside adopted a Major Street Plan in 1958. It was amended substantially in 1963 and 1968, and several minor amendments have been adopted in recent years. The street system constitutes the base of the circulation system and, in Oceanside, is the prime determinant of the efficient movement of people and goods in, around and through the city. Other modes of transportation, however, are used within the city, and an analysis of their impact must be included in the Circulation Element.

This comprehensive transportation analysis serves a dual purpose: First, all forms of transportation within the city can be evaluated in terms of efficiency and accessibility provided by the system, and the mobility and safety afforded the population.

Secondly, access to the city from other areas of the county and state can be determined in relationship to regional transportation systems including state and interstate highways, mass transit systems (i.e., bus, railroad), aviation and nautical access to the city, and major hiking/biking corridors.

Realizing that Oceanside is located in the San Diego-Los Angeles transportation corridor, one of the most important regional corridors in the country, the economic and social ramifications of transportation planning become clear. More than 50 million travelers use this corridor annually, and thousands of tons of freight, vital to the life and livelihood of Southern Californians, are transported along this corridor yearly.

AUTHORITY

Government Code Section 65302(b) requires a Circulation Element in all city and county general plans, as follows:

"A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and facilities, all correlated with the land use element of the plan."

The Major Street Plan, amended to include updated information, with additional analysis of mass transit, aviation, nautical and non-motorized transportation will constitute the Circulation Element of the City of Oceanside.

SCOPE AND RELATIONSHIP TO OTHER ELEMENTS OF THE GENERAL PLAN

The Circulation Element will identify and analyze the transportation needs of the City of Oceanside. It will contain descriptions of the proposed circulation system and establish the interrelationships among the various parts of the system. Implementation of the system will be discussed as well as the standards and criteria for the location, need, operation and administration of circulation facilities.

The adoption of this plan would, of course, be effective only within our city limits and future annexations. However, where appropriate, portions of the circulation systems of surrounding areas, including Vista, Carlsbad and county lands, are shown in order to establish continuity of the system. The plan in this respect does conform to the adopted plans of these other jurisdictions insofar as alignments and general classifications are concerned.

The material presented in this element bears a direct correlation to the other elements of the General Plan. In order to formulate a viable circulation system, it is necessary to investigate several aspects of the community. Included among these are the following:

- (1) Population, its current and future circulation needs, desires and modal choices; its composition and distribution relating to specific needs, e.g., transit needs of children, older persons and handicapped persons.
- (2) Community needs, including the need for access and mobility; for legibility and sense of identity; for safety, efficiency and ease; consideration of the impact of the circulation system on residential livability; consideration of the growth inducing impact of circulation systems.
- (3) Economic factors: The location, intensity and specialization of economic activities and their required levels and types of services, present inadequacies, and the ability of jurisdictions to finance new or improved services.
- (4) Physical factors: Consideration to minimize the impact on the environment, particularly the soils, hydrology and air quality.
- (5) Adequacy of the present circulation system.

Information of the type needed to conduct a thorough analysis as outlined above is contained in other elements of the General Plan. For instance, the Population and Housing Element will indicate areas of transportation need by analyzing the population strata, recognizing the relationship of neighborhoods within the city, and identifying the needs for access and mobility. The Land Use Element will define the location, intensity and specialization of transportation needs to service the various land uses within the city. The physical limitations presented by the environment

have been discussed in the Environmental Resource Management Element and applied in the Circulation Element. In general, all of the elements of the General Plan will have an impact on the Circulation Element, and vice versa, in terms of providing access and mobility and insuring the safety and well-being of the citizens of Oceanside.

CHAPTER 2

GOAL

The goal of the Circulation Element is to:

Provide a circulation system for the safe and efficient movement of people and goods within, and through, the City of Oceanside.

All modes of transportation will be considered including motor vehicle (major street plan), mass transit (bus, rail, taxi), air transportation, nautical transportation, and nonmotorized transportation (pedestrian, bicycle, equestrian).

OBJECTIVES

Major Street Plan

1. Provide a balanced system of arterial, major collector and local streets having adequate standards and design specifications to serve the growing vehicular demands within and through our community.
2. Establish a framework of streets of major importance through each area of the City with sufficient capacity to receive the traffic from existing and future collector and local streets.
3. Encourage the continuing cooperation among the several jurisdictions responsible for the construction of streets and highways throughout the region.

Public Transportation Systems

Bus System

1. Plan for adequate bus service to satisfy the needs of the community.

2. Adapt the existing system to serve expanding urbanized areas to ensure adequate mobility for the citizens of Oceanside, especially the young, the elderly and the handicapped.
3. Cooperate with regional and state agencies in the development of plans for regional transportation facilities.

Railroad

1. Develop plans for the improvement and modernization of the railroad facilities within the City, preferably in conjunction with a formal downtown redevelopment program.
2. Investigate the possibilities for multi-purpose use of the railroad right-of-way.

Taxi Service

1. Plan for adequate facilities for safe and efficient use of taxi service within the City.

Air Transportation

1. Encourage the continuing operation of the Oceanside Municipal Airport for general aviation purposes.
2. Protect the community from aircraft related accidents and take the necessary action to insure the safe operation of the airport.

Nautical Transportation

1. Encourage and support the Harbor District in its efforts to improve and expand the small craft harbor facilities.

Non-Motorized Transportation

1. Provide an integral plan for the various modes of non-motorized transportation including pedestrian considerations, bike facilities, and hiking and equestrian trails.

SUMMARY OF IMPLEMENTATION PROGRAM

Streets and Highways

A. Developer Responsibilities

1. Require developers to provide local street improvements according to standards of the City Engineering Department.
2. Require developers to dedicate necessary right-of-way when he subdivides or develops property adjacent to or straddling streets proposed and adopted by the Major Street Plan.
3. Require developers to provide all necessary grading, installation of curbs, gutters and parkway tree planting.
4. Require developers to provide a minimum of twenty (20) feet of pavement for each side of street upon which property is to be developed (subject to modification where existing improvements are being expanded).
5. The developer will install all sidewalks and curbs as required in their permanent location to provide for maximum design development (sidewalks are optional with City Council).

B. City Responsibilities

1. Specific Plans, showing more detailed alignments of the streets shown on the Major Street Plan, shall be prepared and processed as the development of such streets becomes more imminent.
2. Cooperate with the state, county and surrounding jurisdictions in providing maximum coordination of construction projects.
3. Develop a capital improvements plan.

Public Transportation

1. Bus

- a. Formation and implementation of the North San Diego County Transit Development Board by state legislation. The Board will acquire, construct, maintain and operate a bus system and its related facilities in the North County.
- b. Investigate possibilities of amending the subdivision and/or zoning ordinance to include requirements for local bus terminal and mini terminals within new residential, commercial and industrial developments.

2. Railroad

- a. Pursue the railroad lowering project in the downtown area.
- b. Investigate terminal location and improvements necessary for passenger and freight service.

- c. Seek funds available for multi-purpose use of railroad right-of-way (i.e., bike paths, trails, recreation uses, etc.)

3. Taxi Service

Plan for taxi stand facilities in existing and proposed mass transit terminals, shopping centers and major development projects.

Air Transportation

Encourage building and landscaping improvements at the airport to upgrade general aviation capabilities.

Nautical Transportation

Support the study and implementation of the small craft harbor expansion, when funds become available, according to the proposed plans prepared by the U. S. Army Corps of Engineers.

Non-Motorized Transportation

- (a) Continue to study, evaluate and implement Bike Route system in conjunction with state, regional and local planning and development efforts.
- (b) Seek available funds: Local Transportation Funds, grants from other state and federal agencies, private sources (i.e., railroad improvements, civic organizations).
- (c) Undertake further studies to plan interrelated network of biking/hiking/equestrian facilities within the City.

SUMMARY OF OCEANSIDE TRANSPORTATION SYSTEM

Each of the components of the circulation system are discussed separately in Chapter 3. However, it is important to look at an overview of the circulation system and relate the several components to an integral circulation plan.

The major street plan as presented in this element serves as the common denominator for several of the circulation systems. It provides the medium for auto/truck transportation as well as defining possible bus routes and most commonly used bicycle routes. All of these transportation modes can be accommodated by the major street plan with proper traffic safety restrictions; application of minimum engineering requirements, proper maintenance and planning.

Air transportation facilities, harbor facilities and railroad facilities should relate to the local circulation system to complete easy access to the City. Both the harbor and main railroad facilities are located in, or in close proximity to, the downtown area. With the formulation of redevelopment plans, these points of entry to the City will be closely integrated into the downtown circulation pattern and the development of the Strand as a major recreation/residential/commercial complex.

The Oceanside Municipal Airport, located in the San Luis Rey Valley, will have easy street access. Since it presently functions as a general aviation facility, this type of access is adequate to service the needs of the airport and will provide the transition from air to land (local) travel.

Components of Circulation System

MAJOR STREET PLAN

The practice of classifying streets and providing specific design standards to these classifications is simply a recognition of the various functions a street performs; each classification provides, of course, for movement and access, but to varying and distinctly different degrees. Street alignment and design are influenced by topography, population density, land development, vehicle characteristics, nature and composition of traffic movement, traffic generation and attraction, and cost of construction; the different classifications discussed below are an attempt to resolve these factors in a logical manner in advance of construction. The influence of these controlling factors must be considered in the development of suitable location and design standards. In formulating the plan presented here, the impact of these factors has been evaluated in light of the best available planning objectives and projections, and in conformance with current engineering knowledge and practice.

STREETS AND HIGHWAY CLASSIFICATIONS

The principles involved in designating streets into one or the other of the following classifications can be summarized as attempting to resolve the problems inherent in: (1) satisfying the desires of auto, truck and transit users; (2) the access needs of adjacent land development; (3) the utilization of the

existing street network; and (4) the location of prime traffic generators. These purposes are met by each of the different classifications in the following ways:

Freeways provide relatively unimpeded movement of large volumes of traffic between widely separated areas and across the City.

Prime Arterials provide for through traffic movement between areas and across the City, subject to limited access control permitting cross-traffic and on-grade access.

Major Streets provide for traffic movement between freeways and major arterials, and through prime traffic generators. Limited access to adjacent property.

Collector Streets act to collect traffic from and relieve local street system, provides for volumes through prime and secondary traffic generators, and permits direct access (subject to limitation) of adjacent property.

Scenic Collectors perform the same traffic function in some instances as collector streets but may be subject to more restricted design speed, have limited access and require increased setbacks.

Frontage Roads provide access to properties adjacent to freeways; they should have design standards adequate to handle traffic volumes of collector streets.

Local Streets provide access to abutting property and local traffic movement.

Alleys provide alternate access and circulation for high density, commercial or industrial land uses.

Street Classification Criteria

CLASSI- FICATION FUNCTION	<u>PRIME ARTERIAL</u>	<u>MAJOR</u>	<u>COLLECTOR</u>	<u>SCENIC</u>	<u>LOCAL</u>
Movement	Primary	Primary	Equal	Equal	Secondary
Access	Very Limited	Partially Limited	Equal	Equal	Primary
Trip Length	Over 3 miles	Over 1 mile	Under 1 mile	Over 1 mile	Under $\frac{1}{2}$ mile
Use by Transit	Regular	Regular	Regular	Limited	Limited
Land-Use Links	Major Generator	Sec. Generator	Local Area	Scenic Attractions	Individual Sites
Spacing	1-3 miles	1 mile	$\frac{1}{2}$ mile	-----	-----
Table 1					

Table I contains the criteria for the classification of streets into the categories mentioned above.

Freeways

By far the most important facet of our transportation system, now and in the foreseeable future, is the fact that we have three freeways, in various stages of planning and development, within our City. While the impact of Interstate 5 has already been significant in relieving Hill Street from through traffic, the fact that two intrastate freeways terminate within our city limits has never been adequately assessed: State Highway 78 terminates at the south end of Hill Street and the proposed State Highway 76 will terminate at the north end of Hill Street.

Interstate 5 - (sometimes referred to by its old designation as "U.S. 101" or by its official name in this area, "San Diego Freeway") has been open through Oceanside with four lanes since 1953. Expansion on the same alignment to eight lanes was completed in 1971. Interchanges are located at Harbor Drive, Hill Street, Mission Avenue, Oceanside Boulevard, Cassidy Street and Vista Way (Highway 78). Overpasses for local traffic are found at 8th Street, 4th Street and California Street.

State Highway 78 - Old Vista Way (officially named Ramona Freeway) is a four-lane freeway located at the southern end of the City. Interchanges are located at Jefferson Street, El Camino Real and College Boulevard.

State Highway 76 - Subsequent to the approval of the Major Street Plan in 1962, the State officially adopted the route of the San Luis Rey Freeway through Oceanside and extending to U. S. 395. However, since then this road has been downgraded from freeway status to expressway status. This means that some of the recommended interchanges were replaced with standard intersections. These are sufficiently spaced to facilitate upgrading the road back to "freeway" status at some point in the future by construction of interchanges which will separate the traffic.

The importance of this expressway should not be minimized. The greatest impact of the construction of this road will be to ease the traffic load on the existing Mission Avenue. Presently, Mission Avenue serves both local and commuter traffic. Consequently, it has a high accident rate, peak hour congestion and is already insufficient to handle traffic generated by local development. State Highway 76 will relieve the situation and provide better traffic separation based on mobility, destination and efficiency of the overall street plan.

Just as Highway 78 has provided greater access along the southern boundary of Oceanside, Highway 76 will improve access on the northern side of the City including the industrial area around the airport as shown on the Land Use Plan and major inland tourist attractions such as the Mission, Guajome Regional Park and the new golf course.

Prime Arterials

This classification provides for a divided highway of high standards to allow maximum efficiency in the movement of large

volumes of traffic. Intersections and access would be controlled through either signaling devices or grade separations, and would be limited to intersections with major or collector streets. The suggested minimum right-of-way width would be 104 feet; in some areas, 124 feet would be required.

Major Streets

Major streets would be designed to provide for heavy volumes of traffic with a design speed necessarily lower than that incorporated in the Prime Arterials; some of these streets run through commercial areas where limited access to businesses is permitted. Where new alignments or extensions are proposed, the standards should provide for divided highways with access limited to street and alley intersections. To accomplish these objectives, a right-of-way width ranging from 84 feet to 104 feet will be necessary; this variable right-of-way would allow for deceleration and turning lanes where required.

Collector Streets

This category is designed to accommodate traffic movement within areas, between major streets, and for direct access to abutting property. A variable right-of-way of 60 feet to 84 feet, depending on the area being served and localized requirements for additional lanes, is most practical for this designation.

Scenic Collectors - The relatively undeveloped areas between the major valleys in Oceanside present an opportunity to plan for a

new type of street that would, in addition to the usual street functions, be designed to conform with and give exposure to some of the attractive vistas we have in the area. Therefore, classification of "Scenic Collector" is incorporated into our street planning. In order to achieve some of the admittedly aesthetic objectives; and to permit such drives in some instances to function as collectors, the following criteria would be observed in the design of these drives.

Two 12-foot traffic lanes would be provided in each direction, with parking restricted to a limited number of bays or areas except for emergency parking situations. In areas where such streets closely parallel the alignment of major or collector streets, one 12-foot lane plus a 6-foot minimum shoulder for emergency parking in each direction would be sufficient.

One side should be developed with a 12-foot riding and hiking trail, unpaved but graded to drain. This would be restricted to pedestrians and horses. Bicycle lanes would be part of the emergency parking shoulders.

Medians should be encouraged but not required; when provided, they should be left in a natural state or landscaped.

Grade and curve radii would in some cases have the same minimum specifications as local streets; this means that these scenic drives would have a relatively slow design speed. Where such streets are to function as Collectors, grade and curve specifications would be equal to the standards for Collector Streets.

Most zones presently require a 20-foot setback from the right-of-way; if the concept of scenic drives is approved, properties

Design Standards							
(PUBLIC AND PRIVATE STREETS)							
DESIGN ELEMENTS	PRIME ARTERIAL	MAJOR STREETS	COLLECTOR		LOCAL		SCENIC
			Sgl. Fmly.	Other	Sgl. Fmly.	Other	
No. of Traffic Lanes	4-6	4	2	4	2	2	2-4
Width of Traffic Lanes	12	12	12	12	12	12	12
Shoulder/Parking Lanes	8' shldr. no prkg.	10' lim. prkg.	8	8	8	8	Varies
Parkway Area	10	10	10-13	10	7-12	12	Varies
Median Width	20	0-20	--	--	--	--	Varies
Width of Right of Way	104-128	84-104	60	84	60	60	Varies
Design Speed	60	45	30	30	25	25	25-30
Grade (Maximum)	6%	6-8	8%	8%	12%	12%	12%
Curve Radius	1000'	1000'	500'	500'	200'	200'	200-500'
Bike Lanes - refer to <u>Bike Route System</u> , "Design Standards"							
Table 2							

fronting on such streets should be required to maintain a 30-foot minimum setback.

Local Streets

A Major Street Plan, in addition to its basic purpose of channelizing projected traffic onto streets designed for expected capacities, also provides the framework within which the local street pattern is established. The actual design of such a local street system will be incorporated in subdivision activity and the adoption of specific plans.

Structures

The approximate locations of permanent structures (interchanges, overpasses, underpasses, bridges) are indicated on the map. Grade separations are here proposed only at the points where our street system intersects with one of the freeways, although it is probable that modified diamond intersections with overpasses will ultimately prove necessary for some connections between prime arterial and major streets. It is also recognized that the existing crossings of the railroad will eventually be required to have some sort of grade separation. As part of the redevelopment of the downtown area, a proposal is being studied which will lower the railroad tracks through the downtown area and provide bridge crossings to the beach area. (See the section of this Element dealing with transit - "Railroads.")

The projected channelization of the westerly portion of the San Luis Rey Valley will require permanent crossings in addition

to the existing bridges at Interstate 5 and North River Road. It is proposed that such bridges be planned for the Canyon Drive extension (in conjunction with the proposed interchange), at Foussat Street, and at Murray Drive. The initial extension of Foussat Street is an "Arizona" type, to be replaced by a bridge at such time as the cost-benefit ratio justifies such construction. Bridges are, of course, extremely expensive additions to a local street system, but the eventual development in the San Luis Rey Valley will require the construction of at least those specified on the map and their need must be recognized. These bridges will have to satisfy State and Federal regulations and standards for flood prone areas, and meet the access and safety criteria of lending institutions and governmental lending agencies (i.e.: V.A., F.H.A., HUD, etc.).

SUMMARY OF IMPLEMENTATION

Major Street Plan

The Major Street Plan proposes locations and alignments of all street classifications except for local streets, which are designed into the framework established by the major classifications. The ultimate patterns of the local street system will be dependent upon such diverse factors as ownership lines, topography, easements, land use, utilities and ordinance standards.

Responsibilities of the Developer

The construction of local streets is the responsibility of the benefiting property owners. An owner's responsibility for

other than local streets when he subdivides or develops property adjacent to or straddling streets proposed and adopted by this Element of the General Plan consists of the following:

- A. Dedication of necessary right-of-way.
- B. All necessary grading, installation of curbs, gutters and parkway tree planting.
- C. Minimum of twenty (20) feet of pavement for each side of street upon which property is to be developed (subject to modification where existing improvements are being expanded).
- D. Sidewalks shall be optional with City Council.
- E. All sidewalks and curbs as required shall be installed in their permanent location to provide for maximum design development.
- F. In some cases involving sizeable developments, additional off-site improvements, such as traffic control signals, may be required of the developer to insure safety and efficient traffic flow.

CITY POLICIES

The following resolutions were adopted by the City Council in 1968 and have served as major policy since then for the implementation of the Major Street Plan. They are included here as they appeared on the original map which accompanied this report.

1. RESOLVED: That the Major Street Plan of the City of Oceanside is hereby adopted, and the report on Major Streets is accepted as providing supplementary guidelines for the implementation of said Plan.

2. RESOLVED: That Specific Plans, showing more detailed alignments of the streets shown hereon, shall be prepared and processed as the development of such streets becomes more imminent.
3. RESOLVED: That all subdivisions, conditional use permits or specific plans hereafter approved shall, where applicable, make provision for the construction of streets as shown hereon, said construction to be shared responsibility of the developer and the City of Oceanside according to the established policy as reiterated in the Circulation Element.
4. RESOLVED: That the City of Oceanside shall continue to cooperate with the State, County and surrounding jurisdictions in providing for maximum coordination of construction projects.

CITY OF OCEANSIDE, CALIFORNIA

THESE ARE GENERAL, MINIMUM STANDARDS. SPECIFIC DESIGN REQUIREMENTS MUST BE DETERMINED FOR EACH STREET AT TIME OF CONSTRUCTION.



BACKGROUND MATERIAL AND SUPPORTING DATA FOR
THIS ELEMENT CONTAINED IN REPORT ENTITLED
"THE MAJOR STREET PLAN" GENERAL PLAN
DOCUMENT 3

PREPARED AND PUBLISHED BY OCEANSIDE
PLANNING DEPARTMENT - FEB. 1968

APPROVED BY PLANNING ADOPTED BY CITY COUNCIL
COMM. RES. 68-831 DATE 5/15/68 RES. 68-81 DATE 5/22/68

William J. Davis
CHAIRMAN

Edward T. Richardson
 MAYOR

Edmund C. Ingley
SECRETARY

Tom Linton
CITY CLERK

AMENDMENTS			
NAME	REV. NO.	DATE	UNIT
WILLIAM H. KENNER	69-1001	10-15-58	900
WILLIAM J. KENNER	69-1002	10-15-58	900
WILLIAM J. KENNER	69-1003	10-15-58	900
WILLIAM J. KENNER	69-1004	10-15-58	900
WILLIAM J. KENNER	69-1005	10-15-58	900
WILLIAM J. KENNER	69-1006	10-15-58	900
WILLIAM J. KENNER	69-1007	10-15-58	900
WILLIAM J. KENNER	69-1008	10-15-58	900
WILLIAM J. KENNER	69-1009	10-15-58	900
WILLIAM J. KENNER	69-1010	10-15-58	900

PUBLIC TRANSPORTATION

INTERCOMMUNITY BUS SYSTEM

Existing Bus Service

The Oceanside Transportation System (OTS) operates as a department of the City of Oceanside. In addition to serving approximately 75 percent of the residents of the City of Oceanside, it serves the communities of Carlsbad, Vista, San Marcos, Escondido and the U. S. Marine Corps installation at Camp Pendleton.

The City currently operates 25 coaches over six routes. The 25 coaches are all radio-equipped and are "new-look." They range in age from 1962 to 1969 models, have 43-45 seats, and are not air-conditioned. The average bus age is 6.9 years and is within standards generally accepted by the transit industry. In general, the maintenance program is good and is competently managed and operated by City of Oceanside personnel.

There are currently six routes serviced by the Oceanside Transportation System. Two routes generally serve the coastal communities and one route serves Vista, San Marcos and Escondido. The other three routes serve the Camp Pendleton base.

Although there are specified bus stops, drivers can pick up and discharge passengers at other locations as well. The drivers use the two-way radio system, one of the first in Southern California, to notify other drivers of transferring passengers, to alert the dispatcher of highly variable demand for recreational and other service from Camp Pendleton, and to summon help in case of emergency.

Fares on the Oceanside Transportation System range from the basic adult fare of 25 cents to a maximum of 80 cents. Reduced fares for youths (under 17) range from 10 cents to 40 cents. Fares for the elderly (65 and over) are 10 cents below basic adult costs. Identification cards are issued free to the elderly, and the blind are eligible to ride free.

OTS User Characteristics

In 1969, the Comprehensive Planning Organization conducted on-board surveys of several transit systems operating in San Diego County. This survey obtained numerous socio-economic characteristics of the existing users of the transit systems as well as information on origins and destinations of trips and trip purposes.

The results of the survey were thoroughly reviewed to obtain a clear picture of the segments of the transit market being served by the existing systems. A very brief summary of the major findings of the survey on the Oceanside Transportation System is presented below.

Over half of the 1969 OTS riders were military personnel associated with Camp Pendleton. A very low ratio of auto ownership and a very high proportion of households earning less than \$3,000 per year characterize these riders.

Of the nonmilitary riders, over one-third owned no automobiles, and 70 percent were female. The 15 to 19 age group showed the greatest percentage as riders, particularly when compared to the age composition of the population.

Approximately 85 percent of the transit riders walked to and from the bus stops. Almost three-fourths of the transit trips originated either in downtown Oceanside and Carlsbad or in Camp Pendleton. Thirty-seven percent of all trips are made between these areas. Over thirty-eight percent of all trips on OTS were made to and from work.

Because of the heavy orientation of trips to Camp Pendleton, the weekend usage was over twice the average weekday usage. Approximately 60 percent of the average weekday ridership and 70 percent of the revenues are on the Camp Pendleton oriented routes.

Mini-Bus Service: Parks and Recreation Department

The Parks and Recreation Department currently operates two mini-buses along the beach and harbor areas as a service to the residents and tourists. One bus is utilized on the pier exclusively and makes 4 to 5 round trips from Pacific Street to the end of the pier hourly.

The other mini-bus starts at the Yacht Club at the harbor and proceeds southward along the Strand to Wisconsin. It then crosses over to Myers and continues down to Cassidy Street which is the most southerly portion of the circuit and returns on Pacific Street to the harbor. With various stops along the route, the entire circuit takes about one hour to complete.

There is a nominal fare on each of the mini-buses (\$.15 each way on the pier and \$.25 for the harbor-beach run one way). The operating cost of the mini-bus service is subsidized by the City.

Proposed Service for North County Area: Transit Related Characteristics and Needs of North County Residents

The Comprehensive Planning Organization (CPO) prepared an Interim Report and held a series of community meetings directed toward the primary question, "Is improved transit service needed in North San Diego County?" The results of these two efforts indicate the response to this question should be an unqualified "yes." The provision of transportation service to the "transportation disadvantaged" and the provision of an alternative form of transportation to the automobile are the goals of the North County Transit System.

In evaluating who needs transit service in the North County area, the "transportation disadvantaged" of the area were identified. Four indicators of "transportation disadvantaged" individuals have been used for the purposes of study: the number of elderly persons, young persons, households with low income, and households with few automobiles available. Of these four categories, the factor most directly indicating the need for improvement in transit service was the high number of elderly persons in the North County area. Almost 12 percent of the population of the North County area are over 65 years of age, as compared to less than 9 percent of the total population of San Diego County. These elderly persons often have low incomes and few automobiles available to them. In addition, a high percent of elderly persons no longer drive or wish to drive, and in many instances, are physically handicapped as well. In every community meeting, improved transit service for the elderly was identified as the greatest short-range transportation need.

Of secondary concern for improved transit service was the need to offer an alternative form of transportation for those persons who would prefer to use a public bus system instead of driving their own automobiles. These may include persons who wish to avoid purchasing additional automobiles, others who are concerned about air pollution and traffic congestion, and those who regard driving as a burden.

A third group of persons in the North County area requiring improved transit services is the young. This group includes persons from five to nineteen years old who are either too young to drive or do not have an automobile available to them. Often these persons must depend on relatives or friends for transportation or resort to hitchhiking. Transportation to school is perhaps the greatest need of young persons, while travel to recreational facilities and to work are the next most frequent transportation needs.

Evaluation of Oceanside's Role in North County Transit System

Unlike most other cities of the North County area, Oceanside has an existing bus system which provides relatively good service in the city and to the neighboring Camp Pendleton Marine Base. No need for change in service to Camp Pendleton was identified. Therefore, it is assumed that the existing routes are to be maintained and operated simultaneously with the proposed system for the city.

The existing routes of the Oceanside Transportation System form the basis for the recommended fixed-route system. Some modifications are suggested to the existing routes to increase the

area covered. On some routes reduction of headways from two hours to one hour or from one hour to thirty minutes is recommended. This increase in service is expected to double the ridership on these routes. Most of these "new" riders will be persons who have a choice of driving their automobiles or riding the bus.

Two new routes are recommended in the fast-growing, eastern portion of the City. These routes will provide service to new developments and to areas which now have little or no service.

A study of the Oceanside School Bus System is also currently underway, but not completed at this time. Coordination between the two studies has been maintained, and one bus line has been modified to provide bus service to East High School based on the early findings of the School Bus Study.

The cost of the recommended added service for Oceanside is well below the annual LTF money (Local Transportation Funds) available for Oceanside. Accordingly, the additional service can be provided with no funds required from the City's General Fund.

RECOMMENDATIONS AND LEGISLATION

Interim--Short Range

Based on the foregoing evaluations and discussions with the community leaders, it is recommended that the affected agencies in the North County contract for service with the Oceanside Transportation System and dedicate their share of the LTF, which would be applicable to this system, to the City of Oceanside. This will provide the most rapid method of implementation, and will provide a sufficient period of time for the agencies and the CPO to decide on the best strategy for the future.

The contract for service with OTS would contain provisions for operation of the service, promotion and a charge for depreciation of the capital equipment which the OTS will provide. For compatibility of equipment, it is recommended that the OTS purchase all capital equipment and recover the costs through a depreciation charge in the service contracts.

Long Range

North San Diego County Transit Development Board.

Legislation has been introduced (SB 802) which will set up the North County Transit Development Board. This Board will be responsible for short-term operational and financial planning for the transit system in the area within its jurisdiction. The Board's jurisdiction is proposed to include the following:

- a. The Cities of Carlsbad, Escondido, Oceanside, San Marcos and Vista.
- b. Camp Joseph H. Pendleton.
- c. Census Tracts: 107.04, 171.00, 173.00, 174.01, 174.02, 175.00, 176.00, 177.00, 178.02, 185.02, 185.03, 186.01, 186.02, 188.99, 189.01, 189.02, 190.00, 191.01, 191.02, 192.01, 192.02, 193.00, 194.00, 196.00, 197.00, 198.00, 199.00, 200.01, 200.02, 200.03, 201.01, 201.02, 202.03, 202.05, 203.00, 204.00, 206.02, 207.01, 207.02, and 208.00 as set forth in the 1970 decennial census maps for the State of California on file with the Bureau of the Census, Department of Commerce, Washington, D. C.

The T.D.B. (Transit Development Board) will have the authority to receive funds to acquire, construct, maintain and operate the system and related facilities in the North County.

The Comprehensive Planning Organization (CPO) will be responsible for all region-wide transportation planning, and has been endorsed by Federal, State and local officials as the designated recipient of appropriate Federal, State and local funds which must be reviewed by a regional transportation planning agency.

Through S.B. 802, the North San Diego Transportation Development Board will make all claims for all areas within its jurisdiction for these funds subject to CPO review and approval, and have the authority to receive and administer these funds within the area of its jurisdiction.

It is hoped that sometime in the future a region-wide Transportation Development District will be formed for the entire county. This district will have the power of taxation and will allocate monies throughout the entire region. The Transportation Development District would include both the jurisdiction of the North San Diego Transit Development Board (S.B. 802) and the San Diego Metropolitan Transit Development Board (S.B. 101, Mills, will form this Board and establish its jurisdiction).

BUS ROUTES

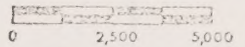
OCEANSIDE TRANSIT SERVICE

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OCEANSIDE

SCALE IN FEET



MAP 2

Funding Sources

(NORTH COUNTY TRANSIT SYSTEM)

LOCAL TRANSPORTATION FUND (L.T.F./SB 325)

One-half percent of all sales tax

These funds are delivered to the County as custodian of the funds. CPO then apportions monies to local jurisdictions based on population. CPO allocates from the local apportionments for local claims.

STATE HIGHWAY MONEY (PROP. 5)

Funds are apportioned to areas within the County according to existing codes. The County acts in a custodial capacity. Projects must be approved by the Comprehensive Planning Organization (CPO).

TITLE 23, SECTION 134

CPO is recognized as the designated recipient of monies intended for all modes of transportation under this section and acts as a clearinghouse for the dispersal of funds.

FEDERAL URBAN MASS TRANSPORTATION ADMINISTRATION (U.M.T.A.), SECTION 5

Both Federal and State agencies recognize CPO as the regional clearinghouse for funds and projects under the A-95 review process and as the authorized regional Transportation Planning Agency.

FEDERAL AID URBAN MONEY (F.A.U.) - URBAN "D"

Federal money goes to the State. The State approves projects as submitted and prioritized by the Thoroughfare Committee, and approved by CPO and the Board of Supervisors for conformity with the Regional Transportation Plan.

Table 3

REGIONAL BUS SYSTEM

Existing Services

The regional transportation systems primarily serve travel between the North San Diego County area and the City of San Diego, and the counties to the North such as Orange, Riverside, and Los Angeles Counties. Two main corridors of travel comprise the regional system. The coastal corridor extends from Orange County along the coast, through Oceanside, Carlsbad and the San Dieguito area to San Diego. The inland corridor connects Riverside, Escondido and San Diego.

Regional service is presently being provided mostly by Western Greyhound Lines, and to a lesser extent, by Continental Trailways. Greyhound has a total of 38 scheduled trips on an average weekday along the coastal corridor. Over half of these provide express service on Interstate 5, serving the North County area via a single stop in Oceanside. The remainder of the trips follow Pacific Coast Highway with one stop in most of the cities and communities along the route, providing intercommunity as well as regional service.

The inland corridor is also served by two types of regional service. Of the five scheduled trips in each direction each weekday, four stop in Escondido, San Marcos, Vista and Fallbrook. The other route provides express service on U. S. 395 via a stop in Escondido.

Terminals

Local Bus System Facilities

OTS currently has a bus station and dispatcher office at the corner of Third Street and Tremont Street. This location is the major point of arrivals and departures from the Camp Pendleton Marine Base. The consultants for redevelopment studied the problems encountered by the present facility and suggested two alternatives to improve the situation:

1. The creation of additional bus stops at the Harbor area, south Oceanside, and other points in the downtown area,

or

2. Construction of a new downtown location with larger facilities for waiting and ticketing, particularly during heavy patronage periods. A logical location would be as part of a new transportation center in conjunction with the Amtrak station.

With the improvements in the OTS routes, in anticipation of the formation of the North County Transit Development Board, certain physical improvements are currently under consideration. The standards being used are those of the State Department of Transportation (Caltrans) and are outlined on the following table.

Greyhound and Trailways Bus Terminals

The Trailways Bus Depot is located on Tremont Street adjacent to the OTS facilities and the Greyhound depot is across the

Facilities Classification/Bus Information

Classification	Facilities Type		Suggested Location	Suggested Available Service	General Comments
A	Large Park-N-Ride Station	Terminal	Park-N-Ride for busway & freeway, Auto/Bus interchange	Information booth, change makers, rest room and security person	Similar to the L.A.-El Monte Busway Station.
B	Medium Park-N-Ride Station		Large shopping center with heavy bus interchange loading factor	Route information maps & schedules; change makers & courtesy phones	This station is unmanned but provides services & information; also provides a sense of security for bus patrons.
C	Major bus interchanges (4 or more major bus routes)	Mini-Terminal	Medium shopping centers; Major street intersections	Information, route maps and schedules	Unmanned; night lighting for sense of security
D	Medium bus interchange (2 or more major bus routes)	Turnout	Major street intersections on small shopping centers	Route information, maps & schedules; bus shelter with benches or leaning bench	Unmanned; may be night lighted for security
E	Small bus interchange or street loading zone	Bus stop	Bus stop along any street system	Route information, maps & schedules, bus benches or leaning bench	

Table 4

street at the southwest corner of Third and Tremont Streets. Present facilities for both of these bus stations are inadequate for the peak loads experienced during weekends and other Marine Corps liberty periods.

The construction of new facilities would provide a better level of bus service and improve the appearance and use of the downtown core area.

There are two alternatives for the location of a new facility:

1. In the downtown area as part of a revitalized Amtrak/City Bus Transportation Center.
2. Some new location outside of the downtown area, closer to the freeway.

The second of these two choices seems to be the most reasonable. There is little need for a Greyhound/Trailways and Amtrak "interface" inasmuch as they are both competitors for inter-city travel. A new location closer to the freeway probably would provide faster service and cause less congestion and disruption on city streets. If this alternative is chosen, a study panel consisting of the bus operators, local officials and selected individuals should undertake a site search for the appropriate location with direct access off Interstate 5.

RAILROAD

Located approximately equidistant between, and paralleling both the coastline and Oceanside's main thoroughfare, Hill Street,

is the main line of the Atchison, Topeka and Santa Fe Railway. This is the primary rail route between San Diego and Los Angeles for both freight and passenger traffic.

In addition to the main line, the spur line which serves the communities of Vista and Escondido with freight service branches eastward at Escondido junction, near Oceanside Boulevard. This spur follows Loma Alta Creek and passes under the San Diego Freeway (Interstate 5).

The A.T. & S.F. enters Oceanside from the north with a single track. This track crosses the San Luis Rey River via a wooden trestle approximately twenty (20) feet above mean sea level, then continues up a steady grade, eventually reaching an elevation of about 45 to 50 feet as it levels off south of Sixth Street. At this point the line divides into two tracks and by the time it reaches the depot at the foot of Mission Avenue there are as many as seven tracks. This is the area in which the majority of the switching takes place. Trains are partially made up here to be sent to San Diego, Los Angeles or Escondido.

Near Missouri Avenue the lines are once again merging and there are only two main line tracks to Oceanside Boulevard where the Escondido junction is located. Past this junction and through the southerly portion of the city, the line consists of a single track once again.

The trains that pass through Oceanside are generally not of the long continental type. Their ultimate destination is usually San Diego or Los Angeles. Freight operations are sporadic and the

only regularly scheduled freight trains pass through in the evening or during the night.

Much of the switching of freight cars on Oceanside sidings is due to the breaking up and putting together of trains to and from Escondido on the branch line, and, to a lesser extent, to the industrial and distribution facilities along the main line. A significant proposal of the Oceanside Land Use Plan involves the gradual transition of major freight and industrial operations and land uses from the main line to now vacant lands along the Escondido branch line. Although this would possibly facilitate the elimination of some of the tracks in the vicinity of the depot, all grade crossings would continue to be affected by through freight trains, Amtrak passenger trains and probable main line switching operations that would continue as a part of the railway company's normal operations.

The Amtrak rail service from San Diego to Los Angeles is minimal but does stop at Oceanside. Three trains a day operate in each direction and are basically scheduled for connection to other trains in the Amtrak system. Amtrak, at the present time, does not provide scheduled commuter service.

Local Service and Terminal Facilities

The existing Oceanside railroad depot handles both freight and passenger operations. Built years ago, the depot is now old and deteriorating. It is no longer adequate to serve the increasing needs of this major rail corridor. With increasing service,

both passenger and freight, additional administration and freight handling facilities and space will be needed in the near future. The Los Angeles-San Diego Corridor is also one of three major corridors in the United States that are now being considered for major improvements in order to initiate high speed rail transportation. As many as eight passenger trains daily in each direction could become a reality in a matter of a few years within this corridor. In fact, legislation was introduced in April, 1974, in an effort to expand passenger Amtrak service between Los Angeles and San Diego.

The improvement of present passenger handling facilities should be included in City and railroad improvement plans if Oceanside intends to become an important station stop on this corridor. Fast, reliable Amtrak rail transportation could result in economic benefits to the City. The increasing numbers of vacationers and beach-goers using the rail services would be brought right into the central business district of Oceanside. If current railroad passenger trends continue, the depot will become more and more the "front door" to the City. This, in turn, will demand new, expanded and updated passenger handling facilities and will also stimulate commercial growth and improvement in and around the central business district, primarily within walking distance of the depot.

In anticipation of increased traffic and high speed rail service between San Diego and Los Angeles along the coastal corridor, a feasibility study for lowering the railroad through the downtown

area was conducted in 1974. The results of that study indicate that it would be beneficial to pursue this project, especially in view of redevelopment. The study outlines several advantages, including increased design and land use alternatives for the area, and more efficient circulation for vehicles, pedestrians and bicyclists in the downtown and beach area. The study includes possible sources of funding for the implementation of this project. These include the following:

1. The State of California Department of Transportation:
This agency's fund may provide financial assistance for grade separation projects.
2. Demonstration Grants: These are generally provided in cases where community or neighborhood blight is a factor, and the project must be beneficial to the community as a whole.
3. Other Sources - gas tax funds, other State and Federal agencies: These funds depend on availability at the time the project is constructed.

TAXI SERVICE

Presently, there is one taxi company in Oceanside, and it operates 10 cabs. The only permanent cab stand is at the Greyhound bus station where curb space is reserved for their use. The taxis operate 24 hours a day. During the daytime, a large percentage of their business is residential calls providing transportation to

shopping facilities and professional office-type locations. At night, most of the cabs are used as transportation to and from Camp Pendleton and in the downtown areas.

Space for taxi stand facilities should play a part in any program for improved terminal facilities, as previously discussed, for either bus or rail transportation. This form of public transportation could be an important link in the local circulation system for military, elderly and handicapped persons as well as the general public.

AIR TRANSPORTATION

The Oceanside Municipal Airport is located north of Mission Avenue, west of El Camino Real, near the Camp Pendleton border. The City has recently executed an interim agreement with a private corporation to operate the airport. The agreement will be in effect until a formal lease is negotiated and executed.

The airport is intended as a general aviation facility and presently is not serviced by any commercial air carriers. The new operators intend to apply for full F.A.A. approval and to initiate flight training, aircraft rental and charter service. They have also agreed to make certain improvements in the landscaping and general appearance of the buildings to make the area more attractive.

It is hoped that at some time in the future there will be a possibility of reinstating some sort of small-scale commuter service or air taxi operation connecting Oceanside with the major metropolitan areas of the State.

The closest regional airport facility serviced by major airlines is Lindbergh Field in San Diego. On March 17, 1975, the Board of Directors of the Comprehensive Planning Organization (CPO) selected Otay Mesa as the most suitable site for developing a commercial air carrier airport to serve the long-term needs of the San Diego region. Development of this site would replace the current facilities at Lindbergh Field.

Oceanside favored development of a new facility at the Miramar site, with retention of Lindbergh Field as a second choice. Otay Mesa was felt to be too far south to serve the needs of Oceanside and North County residents. If the matter is ever reconsidered, the City should continue to advocate a more centrally located major airport facility.

The site selection was one of the recommendations of an ongoing San Diego Plan for Air Transportation (SANPAT) airport system study. When this study is completed, it will serve as a guide for all commercial and general aviation facilities for the region through the year 2000. Its recommendations should be evaluated in relation to Oceanside Municipal Airport.

NAUTICAL TRANSPORTATION

The existing small craft harbor occupies a 100-acre site, of which 70 acres are water and 30 acres are land. The facility contains 750 berthed boats, 6 charter fishing boats, a live bait dock, a boat repair and haul out yard, a fuel dock, a trailer boat launching ramp, dry storage for about 10 boats, spaces for about

34 transient boats and various auxiliary land-based concerns. Oceanside is also the home post of the U. S. Coast Guard cutter "Point Hobart."

Oceanside's Small Craft Harbor is the only harbor of refuge between Dana Point (to the north) and Mission Bay in San Diego. Because of its location and facilities, it provides additional safety to boats traveling between Newport Bay, Mission Bay and the Channel Islands, as well as bringing these destinations within easy one-day travel distance to home-port boat owners.

The demand for more boating facilities is great. State and Federal projections indicate that there will be a shortage of 1,500 berths for small craft in San Diego County by 1980. The Harbor, at present, is filled to capacity, and with a waiting list for berths, has no more room to expand. Since it opened in May, 1963, it has undergone four phases of expansion, but has reached its physical limits. Therefore, the only area left for expansion is seaward.

The City of Oceanside, through its congressman, requested that the U. S. Army Corps of Engineers study the possibility of expanding the present small craft harbor and alleviating the shoaling problem at the entrance. At the same time, the Marine Corps requested that the Corps of Engineers study the possibility of concurrent expansion of their facilities to accommodate the new class 1179 LST.

As a result, the Corps of Engineers recommended a plan containing two major features in October, 1973.

1. The small craft harbor expansion between the Oceanside entrance channel and the mouth of the San Luis Rey River.
2. Military construction between the entrance to the small craft harbor and the Del Mar boat basin.

Currently, public hearings are being held regarding this report, and it is expected to be published in 1976 in its final form.

After careful review of the alternatives, the Coastal Commission has also recommended expansion of the existing harbor facilities in lieu of developing a new harbor site in this general area.

NONMOTORIZED TRANSPORTATION

There has been a great deal of interest in planning and developing hiking/biking/equestrian trails as alternative modes of transportation and recreation resources. The State of California has issued a Preliminary California Recreation Trails and Hostel Plan that identifies major corridors which can be connected to provide a system of trails for these uses. Two of these trail corridors intersect in Oceanside: The Pacific Coast (San Diego) Corridor and the San Diego-Anza Borrego Desert Corridor. The San Diego Coastal Corridor has been designated as a pilot project in hiking and bicycle use. It will start at San Clemente State Beach,

proceed along the coast, eventually passing through Old Town San Diego State Historical Park and continue along the Silver Strand State Beach. Locally, the route through Oceanside will proceed from the harbor along Pacific Street and the Strand, onto Hill Street via Cassidy Street before entering Carlsbad.

The San Diego County Circulation Element contains a Bicycle Network Map and also a preliminary Riding and Hiking Trails Subelement. The major bicycle routes shown include the following:

Pacific Street/Strand, Mission Avenue,
Oceanside Boulevard, El Camino Real,
Foussat Street.

The preliminary Riding and Hiking Trail Subelement of the San Diego Circulation Element basically follows the corridors shown on the State plan -- the San Diego Coastal Route and the San Diego-Anza Borrego Desert route which follow the San Luis Rey River Valley eastward.

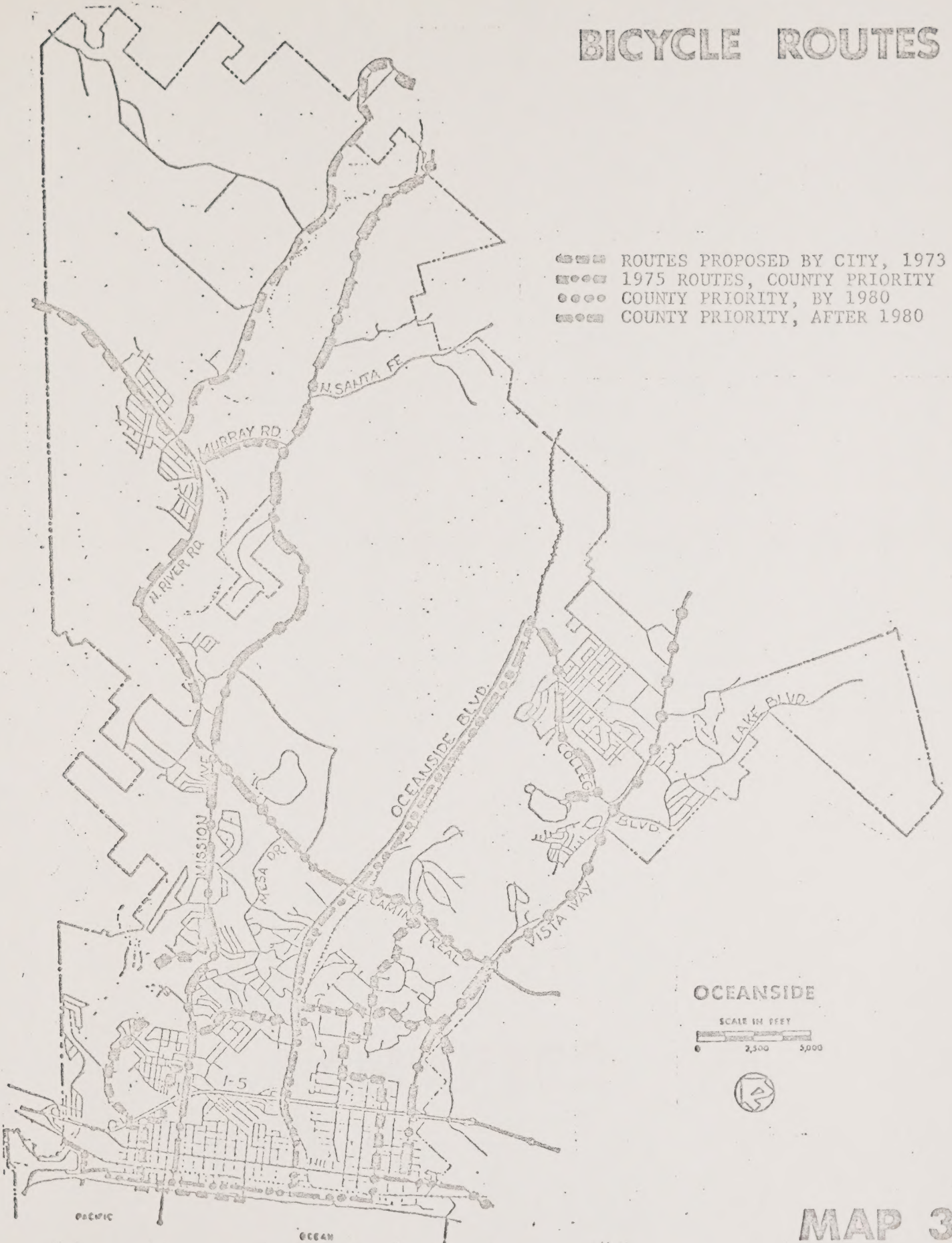
In 1973, a bicycle route system was adopted as a subelement of the Recreation and Conservation Plan of the City of Oceanside. Since adoption of this subelement, considerable efforts have been made to determine state-wide standards for bicycle routes and a wide range of bike route systems have been proposed on a regional basis. Non-motorized transportation has been included as a part of the Regional Transportation Plan. It is, therefore, recommended that Oceanside undertake a reevaluation of the routes selected, and priorities set in the 1973 Bike Route System. In the meantime, the

Bike Route Network as indicated on Map 3 will serve as a general guide. It consists of the major routes proposed in the 1973 plan as well as major regional routes as indicated on County and State plans.

A separate element of the General Plan dealing with riding and hiking trails and a formal bicycle route system will be prepared. The 1973 Bike Route System will be revised to conform with the State standards and design criteria. The adoption of these revised standards and the Bicycle Network Plan for Oceanside will satisfy Federal and State funding requirements. The addition of riding and hiking trails will provide an overall integrated circulation system for non-motorized transportation throughout the City.

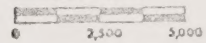
BICYCLE ROUTES

- ▬▬▬ ROUTES PROPOSED BY CITY, 1973
- ▬●●● 1975 ROUTES, COUNTY PRIORITY
- COUNTY PRIORITY, BY 1980
- ▬●●● COUNTY PRIORITY, AFTER 1980



OCEANSIDE

SCALE IN FEET



MAP 3

CHAPTER 4

Environmental Impact Report on the Circulation Element

INTRODUCTION

The Environmental Impact Report on the proposed Circulation Element is prepared in accordance with the California Environmental Quality Act of 1970 (Public Resources Code, Section 21000 et seq.), the "Guidelines for Implementation of the California Environmental Quality Act of 1970" adopted by the California Resources Agency and procedures adopted by the City of Oceanside to implement the Environmental Quality Act.

Issues raised during public review as well as responses to such issues will be included in the Final Report in accordance with the Guidelines and Procedures of the City.

Persons reviewing this draft Environmental Impact Report should keep in mind that the material herein provided is, according to State law, informational in nature. Furthermore, the information presented is of a very general nature in accordance with Section 15147 - Degree of Specificity of the California Administrative Code. As more definite plans for circulation develop, it may be necessary to study in more detail, through individual environmental impact reports, the impacts associated with development of circulation systems.

DESCRIPTION OF PROJECT

The Circulation Element evaluates the various modes of transportation in, around, and through the City. The street system constitutes the base of the circulation system and, in Oceanside, is the prime determinant of the efficient movement of people. The Circulation Element identifies and analyzes the transportation needs of the City. It contains descriptions of the proposed circulation system and establishes the interrelationships among the various parts of the system. Implementation of the systems are discussed as well as the standards and criteria for the location, need, operation and administration of circulation facilities.

The objectives of the Circulation Element are divided into broad categories of differing modes of transportation:

Major Street Plan

1. Provide a balanced system of arterial, major collector and local streets having adequate standards and design specifications to serve the growing vehicular demands within and through our community.
2. Establish a framework of streets of major importance through each area of the City with sufficient capacity to receive the traffic from existing and future collector and local streets.

3. Encourage the continuing cooperation among the several jurisdictions responsible for the construction of streets and highways throughout the region.

Public Transportation Systems

Bus System

1. Plan for adequate bus service to satisfy the needs of the community.
2. Adapt the existing system to serve expanding urbanized areas to ensure adequate mobility for the citizens of Oceanside, especially the young, the elderly and the handicapped.
3. Cooperate with regional and state agencies in the development of plans for regional transportation facilities.

Railroad

1. Develop plans for the improvement and modernization of the railroad facilities within the City, preferably in conjunction with a formal downtown redevelopment program.
2. Investigate the possibilities for multi-purpose use of the railroad right-of-way.

Taxi Service

1. Plan for adequate facilities for safe and efficient use of taxi service within the City.

Air Transportation

1. Encourage the continuing operation of the Oceanside Municipal Airport for general aviation purposes.
2. Protect the community from aircraft-related accidents and take the necessary action to insure the safe operation of the airport.

Nautical Transportation

1. Encourage and support the Harbor District in its efforts to improve and expand the small craft harbor facilities.

Nonmotorized Transportation

1. Provide an integral plan for the various modes of nonmotorized transportation including pedestrian considerations, bike facilities, and hiking and equestrian trails.

The implementation of the above goals will be accomplished through the following actions:

Streets and Highways

A. Developer Responsibilities

1. Require developers to provide local street improvements according to standards of the City Engineering Department.
2. Require developers to dedicate necessary right-of-way when he subdivides or develops property adjacent to or

straddling streets proposed and adopted by the Major Street Plan.

3. Require developers to provide all necessary grading, installation of curbs, gutters and parkway tree planting.
4. Require developers to provide a minimum of twenty (20) feet of pavement for each side of street upon which property is to be developed (subject to modification where existing improvements are being expanded).
5. The developer will install all sidewalks and curbs as required in their permanent location to provide for maximum design development (sidewalks are optional with City Council).

B. City Responsibilities

1. Specific plans, showing more detailed alignments of the streets shown on the Major Street Plan, shall be prepared and processed as the development of such streets becomes more imminent.
2. Cooperate with the state, county and surrounding jurisdictions in providing maximum coordination of construction projects.
3. Develop a capital improvements plan.

Public Transportation

Bus

1. Formation and implementation of the North San Diego County Transit Development Board by state legislation. The Board will acquire, construct, maintain and operate a bus system and its related facilities in the North County.
2. Investigate possibilities of amending the subdivision and/or zoning ordinance to include requirements for local bus terminals and mini terminals within new residential, commercial and industrial developments.

Railroad

1. Pursue the railroad lowering project in the downtown area.
2. Investigate terminal location and improvements necessary for passenger and freight service.
3. Seek funds available for multi-purpose use of railroad right-of-way (i.e., bike paths, trails, recreation uses, etc.).

Taxi Service

1. Plan for taxi stand facilities in existing and proposed mass transit terminals, shopping centers and major development projects.

Air Transportation

1. Encourage building and landscaping improvements at the airport to upgrade general aviation capabilities.

Nautical Transportation

1. Support the study and implementation of the small craft harbor expansion, when funds become available, according to the proposed plans prepared by the U. S. Army Corps of Engineers.

Nonmotorized Transportation

1. Continue to study, evaluate and implement Bike Route System in conjunction with state, regional and local planning and development efforts.
2. Seek available funds: Local Transportation Funds, grants from other state and federal agencies, private sources (i.e., railroad improvements, civic organizations).
3. Undertake further studies to plan interrelated network of biking/hiking/equestrian facilities within the City.

DESCRIPTION OF ENVIRONMENTAL SETTING

Oceanside, as it relates to the rest of San Diego County, can best be described as being a semi-urbanized area with some specialized open space areas. Because of the semi-urbanized characteristic, the circulation systems over the years have relied heavily upon the private auto for transportation. One major freeway bisects the City, and another freeway follows our southern City limit line.

The public transportation system has been well established for several years. Camp Pendleton, located along our northern City

limit line, has relied upon public transportation for access to and from the Camp. In 1969, the Comprehensive Planning Organization conducted on-board surveys. Over half of the rides were military personnel associated with Camp Pendleton. A very low ratio of auto ownership and a very high proportion of households earning less than \$3,000 per year characterize these riders.

Oceanside has recently expanded its service to other North County communities on a regular basis. Legislation has been introduced (S.B. 802) which will establish the North County Transit Development Board. This Board will be responsible for short-term operational and financial planning for the transit system in the area within its jurisdiction. Through this District additional funding will be available that will improve the public transportation system for the North County region.

Oceanside, with its ideal climatic conditions, has in the past encouraged the use of private autos. As the population increases and the intensity of development increases, a more diversified public transportation system will become feasible.

ENVIRONMENTAL IMPACT

In assessing impacts of the Circulation Element, it is important to realize that some activities will have a short-term impact which is forgotten or diminished in importance over a long period of time. Other activities may have less initial impact and yet produce significant long-range effects. The proposed Circulation Element can best be described as having more of a long-term effect since no immediate physical change will occur with the

adoption of this plan. Following is an evaluation of the environmental impacts which may result from the proposed Circulation Element. Since the proposed Element is general in nature, the discussion of impacts must also be very general. As this Element is implemented and detailed information becomes available, the environmental impacts can be discussed in more specific terms through subsequent environmental impact reports.

1. Impact on Wildlife Systems

As new areas develop, a circulation system will develop concurrently. Most of the circulation patterns will take the form of streets. Since streets account for approximately 20 percent of the land area in the average subdivision, that land will not be able to accommodate any wildlife species. Those streets in outlying areas will also pose a hazard to several wildlife species as the potential of being hit by cars will increase. As more streets are developed and consequently more cars use the streets, the air quality could become worse, thus affecting certain wildlife species.

2. Impact on Traffic

The current trend of using private cars as the prime mode of transportation will increase traffic congestion. Expanded use of City streets is anticipated, which in turn will require additional funds for traffic control devices and maintenance costs.

Traffic improvements may be forthcoming with the maturing of a mass transit system in the North County area. As the operation

and expense of the private auto increases, new movement systems will evolve.

3. Noise Impact

Considerable increase in noise pollution will occur with the increase in the use of existing and new streets. Short-term noise impact will occur during the construction of new streets. The noise impact will be affected from indirect sources such as new employment areas, additional schools and population distribution and concentration.

4. Scenic Quality

As land is converted from nonurban use to urban use, the scenic quality will be affected. Hopefully, the change will be beneficial. The Zoning Ordinance, which is the primary tool in implementing scenic quality, is designed to encourage aesthetically pleasing developments. Landscaping of the parkways and the use of landscaped median strips will help to preserve the scenic quality of Oceanside.

5. Public Services

The implementation of the Circulation Element will require a significant amount of public services and expense. Although most of the streets constructed in Oceanside are paid for by developers, there will still be a high cost in years to come for maintenance.

The implementation of this Element will commit the City to an expanded public transportation program.

6. Air Quality

Air quality will be affected primarily by increases in automobile exhaust emissions which may be anticipated as a result of indirect growth. If legislated emission controls are implemented, air pollutants generated by vehicular traffic should not be of substantial consequence by the year 1980.

No substantial increase in air pollutants from stationary sources is anticipated. New development will be tightly controlled in accordance with San Diego County Air Pollution Control District regulations.

ADVERSE EFFECTS THAT CANNOT BE AVOIDED

The following are anticipated adverse environmental effects which cannot be adequately avoided upon the implementation of the Circulation Element:

1. Increase in air pollutants due to anticipated increase in vehicular traffic.
2. Increases in energy consumption.
3. Increased demand for public services which will require commitment of some nonrenewable natural resources.
4. Increases in noise levels due to increases in local traffic.
5. Increase in vehicular traffic and probable congestion during peak periods and during construction of roadways.

6. A temporary increase in dust, fumes and noise levels during periods of construction of roadways.
7. Indirectly, the growth that will accompany the street construction.

MITIGATION MEASURES PROPOSED TO MINIMIZE IMPACTS

1. Increased Traffic and Congestion

An increase in traffic congestion during the implementation of the Circulation Element can be anticipated. The temporary increase can be minimized by proper phasing of circulation systems as well as through appropriate signalization and placement of warning devices. Proper rerouting of traffic during public improvements along streets will also minimize the impact by permitting motorists to bypass construction zones wherever possible.

The use of public transportation by more people would reduce the traffic congestion. Low cost and frequent service, as proposed by this element, would encourage increased use.

Means should be studied that would give special privileges to those using carpools.

2. Air Quality and Noise

As indicated previously, the construction, installation of public improvements, utilities, grading, activities involving digging, trenching, hauling and the use of heavy equipment will result in an increase in the level of dust in the local atmosphere.

In order to minimize this temporary problem, contractors are required to adhere to dampening standards of the City Code.

Adverse noise and fume levels are the result of the use of heavy equipment during construction. City regulations provide that such operations be conducted only during certain hours of the day. This will prevent the increases of noise and fumes during the evening hours.

To minimize the adverse impact on air quality resulting from increased vehicular traffic, the use of carpools and public transportation are encouraged. The commitment that the City has made in increasing public transportation modes has already begun.

3. Public Services

Approve only those projects that will not contribute to urban sprawl and unnecessary expansion of public services. Many of the adverse effects that have been described are attributed to traffic congestion. By seeking special funds (i.e., gas tax revenues and special grants), many of the congested areas could be reduced to insignificant levels.

4. Measures to Reduce the Inefficient and Unnecessary Consumption of Energy

The increased consumption of electrical power, gas, water and fossil fuels involves the utilization of natural resources. Gas and fossil fuels can be considered nonrenewable resources, while electricity and water (to some degree) are renewable resources.

The following are examples of mitigating measures which shall be considered to reduce the consumption and increase the efficiency of the use of energy::

1. Provision of efficient bus transportation.
2. Provision for carpools.
3. Construction of only those roads that are necessary to ensure safe and efficient movement of vehicles.
4. Encourage other governmental agencies to seek alternative fuel sources for private automobiles.

As technology advances in the field of energy consumption, there should be less of a demand on the conventional fuel energy source. These new methods will be incorporated into new developments as they are proposed.

ALTERNATIVES

The alternatives to the proposed Circulation Element are limited. Since the Circulation Element was developed in conjunction with other elements of the General Plan, any alternatives would mean amending those other elements at the same time.

The "no project" alternative is impossible since State law mandates that all cities prepare a Circulation Element.

The plan could have included expansion of the public transportation system even more than what is now being considered. Until there is an established need for such expansion, it would be economically unfeasible to suggest such a program.

Likewise, the Element could have provided for more primary streets. This was ruled out because of no apparent need.

The Element could have eliminated certain primary streets. The streets that are shown on the plan map are those which the City feels are necessary to provide a safe and efficient circulation flow.

IRREVERSIBLE ENVIRONMENTAL CHANGES

By itself the Circulation Element and its recommended action will cause no irreversible environmental change. However, the Circulation Element as it is implemented will result in the following irreversible environmental changes:

1. Semi-permanent commitment of existing unused or vacant land to some form of urban development.
2. Physical alteration of the land to achieve the form of transportation networks as indicated in the Element.
3. Removal of portions of the existing biological cover to accommodate the development of land into various circulation systems.
4. Alteration of the human environment as a consequence of the development process.
5. Increased requirements for public services by future residents.
6. Additional automobile traffic, thus the use of fuel and other energy sources.

7. Commitments of resources in the form of manpower, materials, and energy used in the construction of future transportation vehicles and roads.

RELATIONSHIP BETWEEN SHORT-TERM USES AND LONG-TERM PRODUCTIVITY OF THE ENVIRONMENT

The proposed Circulation Element as it is implemented will result in disruptive environmental effects; however, these will generally be temporary and largely mitigated as indicated in earlier discussions.

The long-term effect of the Circulation Element and subsequent implementation will be a gradual conversion of basically vacant land into various urbanized circulation patterns. Together with this process, the physical, biological and human environmental characteristics will be impacted as described in the Environmental Impact section.

The proposed circulation patterns committing land to some type of long-term use will not detract from their long-term productivity.

GROWTH INDUCEMENT

The proposed Circulation Element will not directly be growth-inducing. The Circulation Element goals and objectives apply to growth only as development occurs. In themselves, they do not attract growth, but instead, condition the quality of growth.

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